

2.0 Project Information

Project Description

The Fiddler Green Project proposes the redevelopment of the former Bohemia Lumber Company site into a residential community consisting of 116 residential parcels containing detached single-family homes. The application includes a requested change to the County's Zoning Code text to allow detached single-family housing in the CPD zone (currently caretaker and employee housing, multi-family dwellings, residential accessory uses, and senior housing projects are allowed). The proposed site plan is illustrated in Figure 2-1.

Residential Lots

Homes will be sold at both market rate and below market rate (i.e., inclusionary housing). Market rate lots will have a minimum size of 3,690 square feet (45 feet by 82 feet). The inclusionary housing lots will have a minimum size of 3,010 square feet (35 feet by 86 feet). While the homes have not been designed, they are anticipated to range in size from 1,300 to 2,500 square feet with single- and double-car garages.

Vehicular Access and Streets

Access to the proposed residential community will be from Canal Street through a single access point at the southern point of contact with Canal Street. Streets will have a pavement (travel) width of 32 feet, with curb, gutter, and sidewalk, within a 46-foot wide right-of-way. A four-foot wide sidewalk will be provided on each side of all streets. Secondary, emergency, access will be from the west across one of the two existing bridges and easements over the Wise Canal.

The streets in the project will be retained in private ownership and a gate will be installed at the project entrance. Thus, the future homeowners would be responsible for the maintenance of the private streets.

Open Space and Stormwater Detention Basin

As shown on the site plan, Lot A will be devoted to stormwater detention. Other open space areas include Lots B and C, which will provide linear open space, and Lots D and E, which provide an undeveloped buffer area along Canal Street and Wise Canal. Potential uses for the open space areas could include walking and jogging trails, exercise stops, picnic tables, and benches.

Relocation of Fiddler Green Canal

The Fiddler Green Canal owned by PCWA will be enclosed in an underground pipe through the proposed Project following the street right-of-way or an easement.

Utilities

Water will be obtained from the Placer County Water Agency from an existing 8-inch pipe in the Canal Street right-of-way and/or by connecting to an existing 8-inch pipe in the vicinity of the northern-most point of the site. Sanitary sewer service will be gravity-fed using Placer County Sewer Maintenance District No. 1, the closest facility of which is located in New Airport Road, approximately 500 feet to the north.

Fencing

A solid fence approximately six feet in height will be constructed on those portions of the site adjacent to the railroad tracks, Wise Canal, the PG&E corporation yard, and along Canal Street. A new fence will be erected on the property line with the existing residential area to the north. The proposed detention basin in the northwest portion of the site will be surrounded with a chain link fence to discourage access.

Grading and Tree Removal

The majority (as much as 90 percent) of the site surface will be disturbed by grading. Balanced grading (i.e., no import or export of soil) of approximately 8,000 cubic yards will involve cuts of approximately 13 feet and fills of approximately 8 feet in depth.

Approximately 43 trees with diameter of 6 inches or greater will be removed. These trees are currently growing in the southeastern corner of the site and along the boundary adjoining the PG&E Corporation Yard and the open Fiddler Green Canal.

Project Location

The site is located approximately one and one-half miles north of the Auburn city limits, just east of State Route 49 in the southwest quadrant of Section 33, Township 12N, Range 8E, and the northeast quadrant of Section 4, Township 12N, Range 8E. The Project site consists of Assessor's Parcel Numbers 52-102-12, 13, 17, and a portion of 25.

The Project location is illustrated in Figure 2-2.

Environmental Setting

The former Bohemia Lumber Company site is approximately ± 18.5 acres in area. The site includes a small portion of the property formerly owned by PG&E. All buildings and equipment previously associated with the lumber company have been removed. However, evidence of the prior use still exists, including concrete slab foundations, paved and gravel surfaces and two bridges across the Wise and Fiddler Green canals. Figure 2-3 provides an aerial photograph of the site and immediate vicinity.

The Wise Canal forms the western edge of the Project site. The Fiddler Green Canal and the Southern Pacific Railroad form the northwestern boundary. The remainder of the northern boundary abuts an existing single-family residential neighborhood accessible from Canal Street. The site extends east nearly to Canal Street. The majority of the proposed project site does not actually abut Canal Street due to a narrow (three-foot wide) strip under different private ownership that separates the site from the Canal Street public right-of-way. The site has approximately 100 feet of frontage on Canal Street in the southeastern corner. The Wise Canal and a fence line separating the site from the adjoining parcel containing the PG&E Corporation Yard define the southern boundary of the site.

The highest elevation on the site is approximately 1,480 feet above mean sea level (msl), and occurs in the eastern portion of the property near Canal Street. The lowest elevation, which occurs in the southwestern corner of the site, is approximately 1,428 feet msl. The natural topography of the area generally slopes westward toward Highway 49 and beyond. Prior use of the site required clearing, grading and leveling. Consequently, the topography of the site generally consists of a series of relatively level terraces separated by the canals. In areas not covered by foundations, pavement, gravel, or other obstructive surface material, volunteer grasses and brush have established themselves. This is particularly evident around the perimeter of the property and along the canals. The corridors along the canals support thickets of berry bushes and brambles as well as native oaks, willows and pines.

Adjacent Land Uses

Single-family residential development adjoins the site on the north and the east, across Canal Street. The PG&E Corporation Yard is on a portion of the southern boundary. Land to the west is used for commercial activities.

Relevant Planning Information

The majority of the Project site is currently designated by the Placer County General Plan as Commercial, which allows for attached residential units, and is zoned CPD-DC-AO, Commercial Planned Development, with Design Corridor, and with Aircraft Overflight. The former PG&E property is designated as Industrial and zoned INP-DC-AO, Industrial Park with Design Corridor, and with Aircraft Overflight. The Auburn-Bowman Community Plan provides additional planning goals and policies as well as a vision for the area, including the proposed site. The proposed development, consisting of detached dwellings, is not consistent with permitted or conditionally permitted uses allowed by the Placer County Zoning Code. Similarly, residential development is inconsistent with the Commercial designation in the General Plan. Thus, a revision to the text of the County's Zoning Code and a General Plan Amendment are necessary. Both are included as a part of this Project.

General Plan land use designations are depicted in Figure 2-4 and zoning districts are shown in Figure 2-5.

Project Objectives

The objectives of the proposed Project include:

- Provision of housing of a density and type that responds to market demand.
- Creation of a medium-density residential development that takes advantage of the relative lack of environmental constraints affecting the Project site.
- Creation of a residential development that can be adequately served by available public infrastructure and services.
- Achieve compatibility with a variety of adjoining land use.
- To the extent feasible, implement SACOG's Blueprint growth principles: Transportation Choices, Mixed-Use Developments, Compact Development, Housing Choice and Diversity, Use of Existing Assets, Quality Design, and Natural Resources Conservation.

The alternatives analysis in Section 4.0 of this EIR uses the Project Objectives as its starting point - only alternative projects or alternative sites that fulfill the majority of the Project Objectives are analyzed for environmental impacts.

Probable Environmental Effects

Based on a preliminary analysis, the proposed Project can be expected to have potential environmental effects on the following topic areas, as further described below. These environmental topics are the subject of the Fiddler Green EIR.

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology, Soils, and Mineral Resources
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Agricultural Resources
- Noise
- Public Services and Utilities
- Transportation

Aesthetics

The natural topography of the area generally slopes westward toward Highway 49 and beyond. While now vacant, the site was previously developed as a lumber mill and therefore has been disturbed. As such, most of the native vegetation was previously removed and the natural landform has been altered. Currently, the site consists of remnant uses, including areas of concrete foundations, asphalt paving, concrete roads, parking pads, and cut and fill slopes. The concrete and asphalt foundations, pads and roads have not been well maintained and are in varying states of disrepair. Several trees are located on site, primarily along Fiddler Green Canal in the southwestern and western portion of the site. Two larger trees are located in the southeastern portion of the site. The remainder of the site consists of grasses and low vegetation.

Impacts would be considered significant if the Project:

- Creates a new source of substantial light or glare that would adversely affect day or nighttime views in the area;
- Produces light or glare that could create hazards or nuisances.
- Is inconsistent with Auburn-Bowman Community Plan or Placer County General Plan standards for protection of scenic resources;
- Substantially alters existing selected viewsheds; or,
- Results in the obstruction of any scenic vista or view open to the public, or in the creation of an aesthetically offensive site open to public view.

Development of the Project site would introduce single family dwellings and associated ornamental landscaping into adjacent viewsheds, confining once wide open views to more narrow views down roadways and in spaces between buildings. The design and height of buildings on proposed parcels is not known at this time; however, it is likely that most buildings will not exceed 25 feet in height. Project implementation would result in new sources of light and glare associated with suburban residential dwellings.

Air Quality

The Project is proposed near the city of Auburn, an area with rolling topography, hot and dry summers, and cool and wet winters. On summer days when the ground temperature is warm early in the day, there is more time during the day for ozone-forming chemical reactions involving sunlight. In the Project vicinity and throughout the lower Sacramento Valley, calm atmospheric conditions can prevent mixing of air layers at certain times of the year, trapping air pollutants near the ground level. Mobile sources such as cars, buses, planes, trucks, and trains produce the great majority of the air pollution in the area. Stationary sources of air pollution include water heaters, lawn mowers and leaf blowers, barbecues, gas stations, dry cleaners, crematories, auto body shops, auto repair shops, restaurants, home heating, backyard burning, solvent and paint use, and other sources.

Impacts would be considered significant if the Project would:

- Generate (directly or indirectly through automobile trip generation) pollutants in excess of significance thresholds developed by the Placer County Air Pollution Control District;
- Conflict with the Air Quality Element of the Placer County General Plan such that air quality would be substantially adversely affected;
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;

- Expose sensitive receptors to substantial pollutant concentrations;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is designated nonattainment under an applicable federal or State ambient air quality standard; or,
- Create objectionable odors affecting a substantial number of people.

Implementation of the proposed Project would result in an increased amount of air pollutants than under existing conditions, resulting from construction activities in the short term and vehicle emissions in the long term. A general estimate of air pollutant emissions will be produced using the URBEMIS 2002 air quality model. URBEMIS 2002, which calculates emissions during construction and operation of a project, is based primarily upon trips generated by the land use activity or activities involved. Also, emissions during the summer are used, since summer is typically the time of year when the greatest amount of certain pollutants is generated, particularly ozone.

The following air quality impacts are probable:

- Temporary increase in ozone and particulate matter emissions from construction activities.
- Contribution, both individually and cumulatively, to existing ozone non-attainment status, due mainly to traffic generated by project activities.
- Contribution to existing particulate matter non-attainment status due to project activities.
- Increase in localized carbon monoxide emissions that could affect adjacent land uses.

Biological Resources

Much of the Project site has been heavily impacted by past cut-and-fill activities. Habitat on the Project site is comprised of predominantly disturbed annual grassland with sparse, scattered mixed oak woodland. The grassland habitat is dominated by yellow-star thistle, wild oats, filaree and clover. Scattered mixed oak woodland is characterized by a sparse canopy of interior live oak, valley oak and foothills pine. A sparse shrub layer includes Himalaya blackberry and coyote brush. Fiddler Green canal traverses the Project site and Wise Canal forms the western boundary. Much of the larger vegetation is found along these channels.

A wetland delineation conducted in 2000 identified a seasonal wetland/seep approximately 0.5 acres in size. This wetland was found in the lower western portion of the Project site. The wetland is considered a jurisdictional water of the U.S. and as such would be subject to regulation by the U.S. Army Corps of Engineers under Section 404 of the Clean Water Act.

Past biological resource studies indicate that wildlife species likely to inhabit the Project site include those that have adapted to environments in proximity to human activity. A previous review of the California Natural Diversity Database (CNDDB) found no listed wildlife species on the Project site. However, the site was determined to be in the range of the golden eagle, bald eagle and peregrine falcon. All three species are protected under federal and/or State law.

Impacts would be considered significant if the Project:

- Would have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service;
- Would have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service;
- Would have a substantial adverse effect on federally protected wetlands, as defined by Section 404 of the Clean Water Act, through direct removal, filling, hydrological interruption, or other means;
- Interferes substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;
- Conflicts with Auburn-Bowman Community Plan or Placer County General Plan policies protecting biological resources, or violates the Placer County tree ordinance;
- Conflicts with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or State conservation plan; or,
- Removes more than 50% of existing vegetation.

Project implementation would eliminate the existing open space areas that could provide potential foraging habitat for protected species, as well as the more common wildlife associated with the habitat types located on the Project site. Proposed development also would result in the removal of several trees, including oak trees that may be subject to Placer County's Tree Preservation Ordinance. Project activities that may fill or dredge the identified potential jurisdictional wetland would require a permit from the Corps prior to commencement of such activities. Depending on the extent of agency jurisdiction, the removal of areas containing wetland indicator species may require authorization from the Corps and possibly replacement mitigation.

Cultural Resources

The Nisenan, or Southern Maidu, occupied the upper drainages and the adjacent ridges of the Yuba, the north, middle, and south forks of the American, and at least the upper north side of the Cosumnes River, and some area west of the lower reaches of the Feather River. This Native American group is the one most likely to have settled in the vicinity of the Project site. The eastern limit of their territory is conventionally believed to extend to the crest of the Sierra. The villages for the Hill Nisenan were located on ridges and flats along the major streams and rivers within their territory.

Currently, the Project site is vacant, and there are no known historic structures located on the site older than 50 years in age. The Cal-Ida mill was constructed on the property in the early 1940s. Initially, the mill mainly manufactured produce boxes for valley growers shipping fruit and vegetables to markets. In later years the mill manufactured moldings, doors, and windows. In 1978 the Bohemia Lumber

Company bought the property and operated it until about 1985, when production halted and equipment was removed from the site. Today, only evidence of the former lumber mill is present at the Project site, such as mounds of soil, shallow pits, asphalt pads, driveways, and metal remnants of the lumber mill

Impacts would be considered significant if the Project would result in:

- A substantial adverse change in the significance of a known or unknown historical resource, including: a resource listed in, or determined to be eligible for listing in the California Register of Historical Resources; a resource included in a local register of historical resources; or, any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California;
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the CEQA Guidelines;
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or,
- Disturb any human remains, including those interred outside of formal cemeteries.

Excavations of varying depths will be necessary in order to construct building foundations and install underground infrastructure. These excavations could potentially disturb prehistoric or historic resources on the Project site that are currently unknown.

Geology, Soils and Mineral Resources

The Project site slopes generally to the west-southwest toward State Route 49, and consists of a series of flat terraces separated by the Fiddler Green Canal and Wise Canal. The soil on the site varies from approximately 0.5 to 5 feet in thickness and is composed of red to tan sandy clay/clayey sand with residual rock fragments. The surface soil is underlain by greenstone that varies from completely weathered and sheared to unweathered, hard greenstone. The western portion of the site is generally covered by weathered asphalt pavement, gravel, or concrete, below which the soils consist of red, rocky silty and clayey sand, which grades to serpentine. Outcrops of greenstone exist on-site in the southeast portion of the Project site, and exposed serpentine lies in the west central portion of the site. Soil expansion potential is considered low.

The Project site is not located within or near any active mining operation. The Project site is also not within a State-designated Mineral Resource Zone.

Some faulting exists within Placer County. There are no known active faults running through or adjacent to the Project site. The site is in a low seismic activity zone, according to Alquist-Priolo zone maps.

Impacts would be considered significant if the Project:

- Exposes people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic ground shaking, seismic-related ground failure, expansive soils, or other geologic or soil-related hazard;
- Results in substantial soil erosion or the loss of substantial topsoil;
- Is located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially results in subsidence, liquefaction or collapse;
- Is located on expansive soils, as defined in the Uniform Building Code, creating substantial risk to property; or,
- Results in the loss of availability of a known mineral resource that would be of value to the region and residents of the state.

Project implementation will introduce residences, commercial buildings, and schools, along with roads and other supporting infrastructure. No mineral extraction operations are proposed. The most significant impact is expected to be air- and water-borne erosion during site development activities.

Potential environmental impacts of the proposed Project related to geology, soils, and mineral resources include the following:

- Increased potential of soil erosion, due to grading and other construction activities.
- Moderate to high shrink-swell potential of soils, which could damage buildings and infrastructure.
- Ground shaking hazard from earthquakes in the region.
- Potential health hazard from release of serpentine dust during construction.

Hazards and Hazardous Materials

The types of hazards that could potentially affect the Project site include those related to seismic events and other geologic-based hazards (as noted above), fire, hazardous materials, emergency response, and noise. In addition, past lumber mill activities on the site could have left residual chemicals that are potentially hazardous to human health.

Impacts would be considered significant if the Project:

- Creates a significant hazard to the public or the environment through the routine transport, use, disposal of, or reasonably foreseeable release of hazardous materials;
- Emits hazardous emissions or handles hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;

- Is located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or environment;
- Results in a safety hazard for people residing or working in the Project area due to location within an airport land use plan or, where such a plan has not been adopted, within two miles of a public or private airport;
- Impairs implementation of, or physically interferes with, an adopted emergency response plan or emergency evacuation plan; or,
- Exposes people or structures to a significant risk of loss, injury, or death involving wildland fires.

The Project proposes residential uses. During site development and construction activities, there is a potential for impacts associated with the use and transport of potentially hazardous materials, such as fuels. Once construction activities are complete, potential impacts from hazardous materials are expected to be limited to small quantities of household materials. A Phase I Environmental Site Assessment of the Project site conducted in November 2004 could not rule out the possibility of chemical and/or petroleum hydrocarbon leaks and spills associated with past lumber mill activities. Current and proposed industrial and commercial uses in the vicinity of the Project may have potential impacts on future residents.

Hydrology and Water Quality

The main surface water features on the Project site are two canals: Fiddler Green Canal, which traverses the site, and Wise Canal, which forms the western boundary. No natural streams or bodies of water are located within the Project site. According to a 1991 report, groundwater was found at depths from 4.15 feet to 11.30 feet below ground surface. However, no wells for water supply operate on the Project site, and no groundwater usage is planned for the Project. Runoff naturally flows in a westerly direction toward State Highway 49. However, the two canals actually intercept the drainage. There are currently no storm water drainage facilities on the Project site. A Flood Insurance Rate Map (FIRM), prepared by the Federal Emergency Management Agency (FEMA), indicates that the Project site is located outside the 100-year flood inundation area.

Impacts would be considered significant if the Project:

- Violates any water quality standards or waste discharge requirements or otherwise substantially degrades water quality;
- Substantially depletes groundwater supplies or interferes with groundwater recharge;
- Substantially alters the existing drainage pattern in a manner that would either result in substantial erosion or siltation on- or off-site, or increases the rate or amount of surface runoff, resulting in flooding on- or off-site;

- Creates or contributes runoff that would exceed the capacity of existing or planned stormwater drainage systems; or,
- Exposes people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.

Virtually the entire surface of the site is expected to be disturbed. The existing storm water runoff patterns will be modified, and storm water will be conveyed to detention basins and then off-site through a combination of surface and underground conveyance facilities. The Fiddler Green Canal will be enclosed. The addition of buildings and paved surfaces will greatly increase the amount of storm water runoff that leaves the site. Water quality impacts can be expected in the short term, during construction activities, and in the long term, as a result of routine activities.

Potential environmental impacts of the proposed Project related to hydrology and water quality include the following:

- Increased surface runoff due to addition of impervious surfaces by development.
- Increased contamination of surface runoff.
- Adverse impacts on surface water quality due to runoff from construction areas.
- Potential breeding habitat for mosquitoes and other disease vectors.

Land Use, Planning, Population and Housing

The Project is proposed on vacant land. The Project is surrounded by a neighborhood park, residential development, a PG&E facility, and commercial land uses along Highway 49. The Project site is located in the North Auburn area of unincorporated Placer County. This area has rapidly developed during the relatively recent past, with former rural residential and agricultural properties being converted to urban residential, commercial, and public land uses.

The Placer County General Plan and the Auburn/Bowman Community Plan establish future land uses and other management policies relevant for land use change in areas under the County's jurisdiction, including the Project site. Many of the policies contained in these policy documents were adopted with the intent to reduce the environmental impacts of urban development compared to what would occur without the application of such policies. In addition, both plans designate land within their respective planning areas for certain uses.

Placer County has been one of the fastest growing counties in California in recent years, in terms of population growth. Between 1990 and 2000, the County's unincorporated population increased by 20 percent, while California's population increased by just 14 percent. Currently, Placer County has an incorporated population of approximately 190,000 and a total population of approximately 292,000.

Impacts would be considered significant if the Project would:

- Physically divide an established community;

- Conflict with Auburn-Bowman Community Plan or Placer County General Plan policies or other regulations of an agency with jurisdiction over the Project that were adopted for the purpose of avoiding or mitigating an environmental effect;
- Create incompatibilities with existing land use in the Project vicinity;
- Conflict with any applicable habitat conservation plan or natural community conservation plan;
- Induce substantial population growth, either directly or indirectly; or
- Displace substantial numbers of existing housing or people, necessitating the construction of replacement housing elsewhere.

The proposed Project is residential, while the current General Plan land use designation is Commercial. For the Project to be approved and constructed, a General Plan Amendment would be required, which would change the land use designation to residential. The Project may also be potentially inconsistent with land use policies in the Placer County General Plan and the Auburn/Bowman Community Plan.

Noise

The Project site is located adjacent to a residential area, a PG&E facility, and commercial activities. The Union Pacific Railroad tracks form part of the site's northern boundary, while State Highway 49 is located nearby to the west. The Auburn Airport is located in the general vicinity of the site. The noise environment on the Project site, therefore, is influenced by these land use activities. No noise sources currently exist on the Project site, as it is vacant. The Placer County General Plan establishes noise goals, policies, and implementation measures in its Noise Element. The Auburn/Bowman Community Plan also contains noise policies.

Project impacts would be considered significant if the Project would:

- Expose persons to excessive groundborne vibration or groundborne noise levels;
- Result in a substantial permanent increase in ambient noise levels;
- Result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity;
- Place new noise-sensitive uses within the 60-dB CNEL roadway noise contours;
- Cause traffic noise to exceed 60-dB CNEL at existing noise-sensitive land uses;
- Increase traffic noise levels by more than 3 dB; or,
- Exceed the standards of Placer County General Plan Noise Element or the Auburn-Bowman Community Plan at noise-sensitive uses.

Noise due to construction activities may be considered to be insignificant in terms of CEQA compliance if:

- The construction activity is temporary.
- Use of heavy equipment and noisy activities is limited to daytime hours.
- No pile driving or blasting is planned.
- All industry-standard noise abatement measures are implemented for noise-producing equipment.

However, since construction noise has been raised as an issue of concern, its potential effects and their significance will be evaluated in the EIR.

Some guidance as to the significance of changes in ambient noise levels is provided by the 1992 findings of the Federal Interagency Committee on Noise (FICON), which assessed the annoyance effects of changes in ambient noise levels resulting from aircraft operations. The FICON recommendations are based upon studies that relate aircraft and traffic noise levels to the percentage of persons highly annoyed by the noise. Annoyance is a summary measure of the general adverse reaction of people to noise that generates speech interference, sleep disturbance, or interference with the desire for a tranquil environment.

The rationale for the FICON recommendations is that it is possible to consistently describe the annoyance of people exposed to transportation noise in terms of the day-night average (Ldn). The changes in noise exposure that are shown in the table below are expected to result in equal changes in annoyance at sensitive land uses. Although the FICON recommendations were specifically developed to address aircraft noise impacts, they are used in this analysis for traffic noise described in terms of Ldn.

For transportation noise sources, noise impacts are commonly described in terms of the potential for annoyance. The potential significance of changes in cumulative noise exposure for such sources is frequently evaluated based upon data reviewed by the FICON. The FICON recommendations are summarized in the table below.

SIGNIFICANCE OF INCREASES IN CUMULATIVE NOISE EXPOSURE FOR TRANSPORTATION NOISE SOURCES

| Ambient Noise Level Without Project (Ldn or CNEL) | Significant Impact |
|--|--------------------|
| <60 dB | 5.0 dB or more |
| 60-65 dB | 3.0 dB or more |
| >65 dB | 1.5 dB or more |

Note: Each of the noise level standards specified above shall be reduced by five dBA for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises
Source: Federal Interagency Committee on Noise (FICON), as applied by Brown-Buntin Associates, Inc.

Implementation of the Project will result in relatively high noise levels during the period of site

development and building construction. From a long-term perspective, the most significant noise impacts will result from vehicle traffic.

Project implementation would lead to an increase in permanent noise levels, as currently vacant land would be developed for a variety of suburban uses. Probable impacts of Project implementation include the following:

- Temporary increases in noise levels due to construction activities.
- Increase in permanent noise levels due to traffic.
- Exposure of residents to elevated noise levels from transportation and non-transportation sources.

Public Services and Utilities

The County will provide police and fire protection; sewer treatment, collection, and disposal; parks and recreational facilities; and library and other civic services to the Project. Water treatment and distribution will be provided by the Placer County Water Agency (PCWA). Solid waste collection, electricity, telephone and other utilities will be provided by private companies. Local school districts will provide school services.

The impact on public services, public utilities, and recreation is considered significant if the proposed Project:

Fire Services

- Exceeds the service capacity of existing or planned fire protection services and facilities;
- Will not provide adequate fire flow to serve any proposed or anticipated improvements;
- Is not consistent with Placer County General Plan or fire district requirements for fire access and fire flow;

Law Enforcement Services

- Requires services that exceed adopted service standards or response times;

Park and Recreation Services

- Results in the generation of demand for park services, as specified in the Placer County General Plan, that exceeds the short- or long-term capacity of the existing or planned facilities, if parkland dedication or in-lieu fees will not offset Project-related costs for providing additional facilities and services;

- Does not meet the goals relative to Parks and Recreation set forth in the Auburn-Bowman Community Plan;

School Services

- Results in generation of students and demands for school services that exceed the short- or long-term capacity of school facilities, if normal school district financing sources cannot offset Project-related costs for providing additional facilities and services;

Utilities

- Exceeds wastewater treatment requirements of the Central Valley Regional Water Quality Control Board;
- Requires or results in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- Requires or results in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- Has insufficient water supply available to serve the Project from existing entitlements and resources;
- Results in a determination by a wastewater treatment provider that serves or would serve the Project that it does not have adequate capacity to serve the Project's demand in addition to the provider's existing commitments;
- Cannot be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs; or,
- Fails to comply with federal, state, and local statutes and regulations related to solid waste.

Assuming an average household population of 2.75, the 116 dwelling units proposed in the Project would result in 319 residents. This new population will generate an increased demand on public services and utilities.

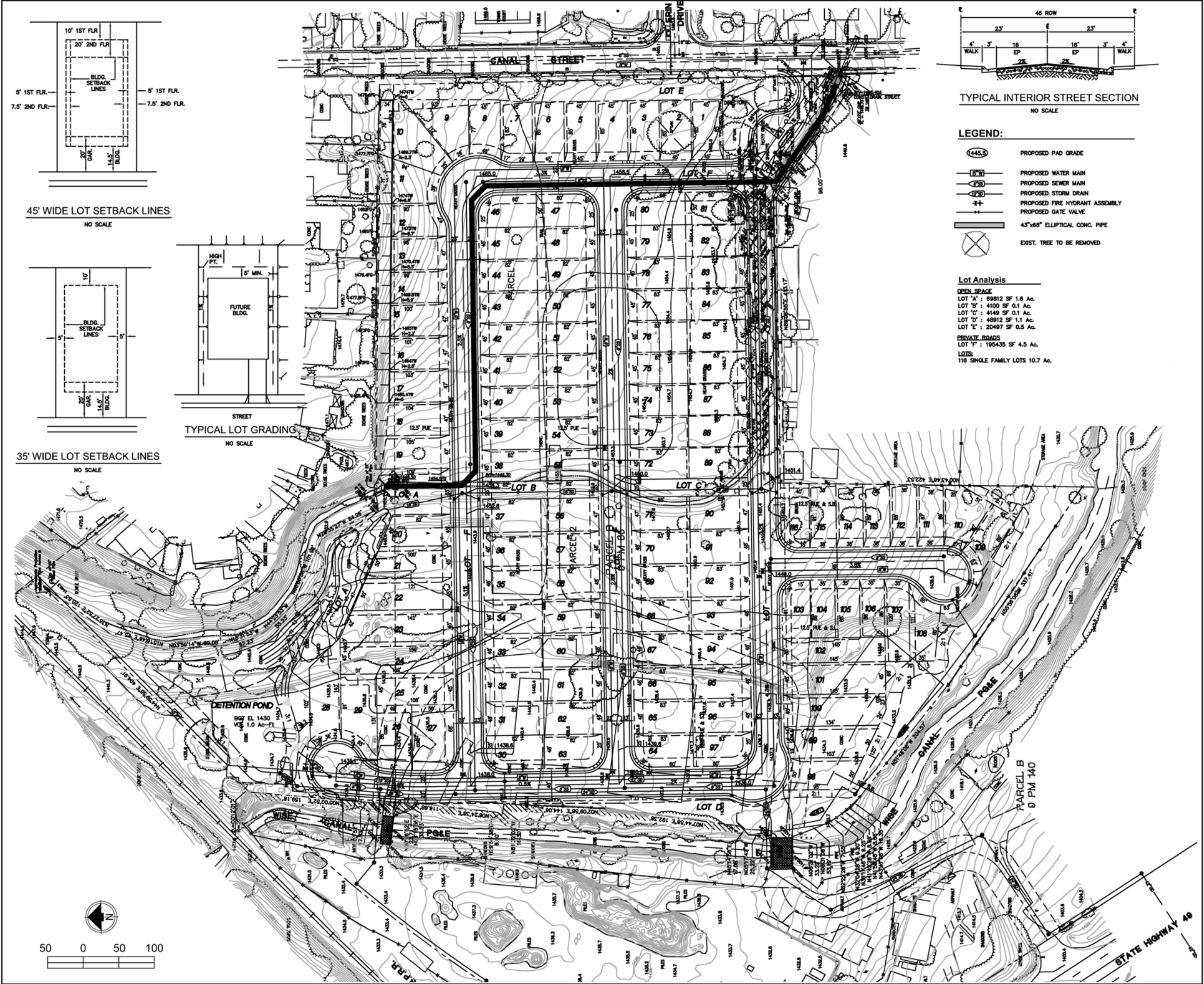
Transportation

The Project site contains dirt roadways, but no paved streets. Canal Street forms the eastern boundary of the site. Access to the Project site via Canal Street is proposed. State Highway 49 and Luther Road are in the vicinity of the Project site.

Impacts would be considered significant if the Project would:

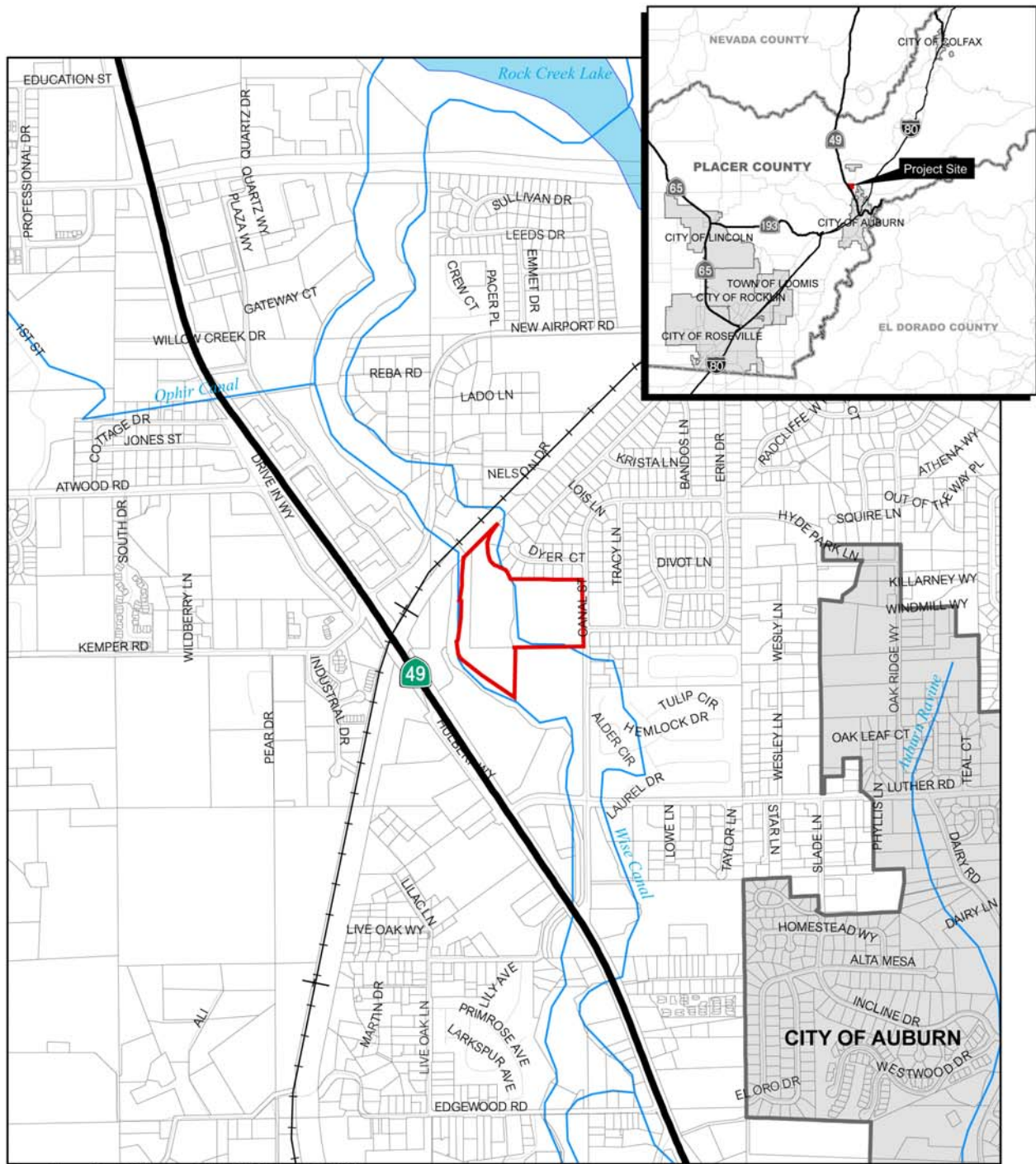
- Cause an increase in traffic resulting in intersection or roadway level of service (LOS) D or worse;
- Exceed either individually or cumulatively, a level of service standard established by the county congestion management agency or Caltrans for designated roads or highways;
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Result in inadequate emergency access;
- Result in inadequate parking capacity; or,
- Conflict with adopted policies, plans, or programs supporting alternative transportation.

Project development will contribute significantly to daily traffic in the vicinity of the Project and on other streets in the North Auburn area. A detailed traffic impact study will be prepared that will estimate trip distribution and daily and peak hour traffic volumes resulting from the Project. The cumulative contribution that the proposed Project will make to traffic in the area will be assessed.



Source: Psomas, 2005.

Figure 2-1
Proposed Project Site Plan



Source: Placer County GIS, Adapted by P&D Consultants, 2005.

Project Site

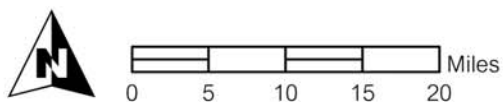


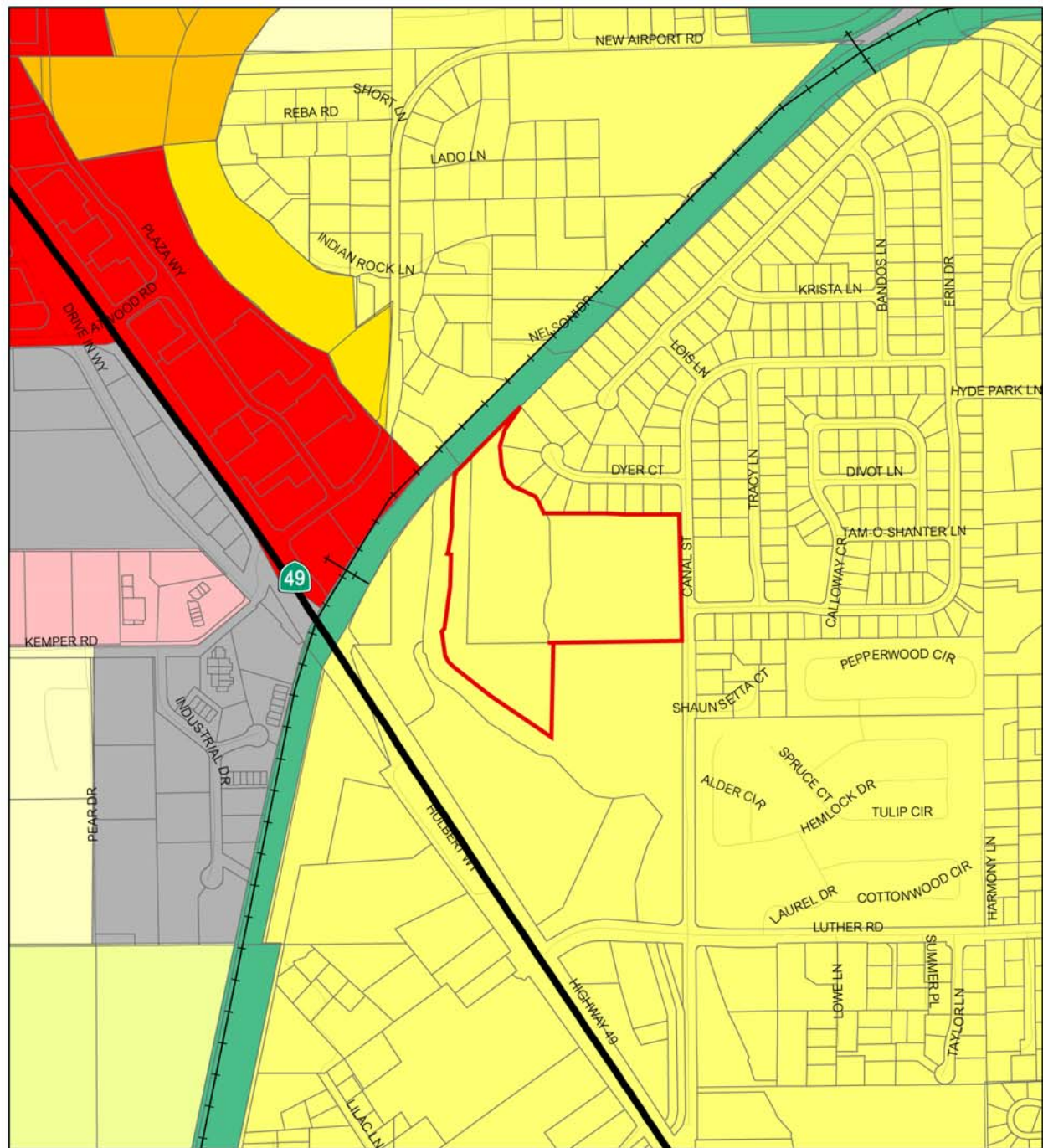
Figure 2-2
**Regional Location and Local
Vicinity Map**



 Project Site



Figure 2-3
Aerial Photo of Project Vicinity



Source: Placer County GIS, Adapted by P&D Consultants, 2005.

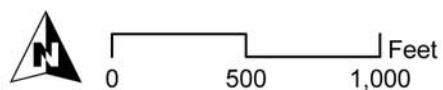
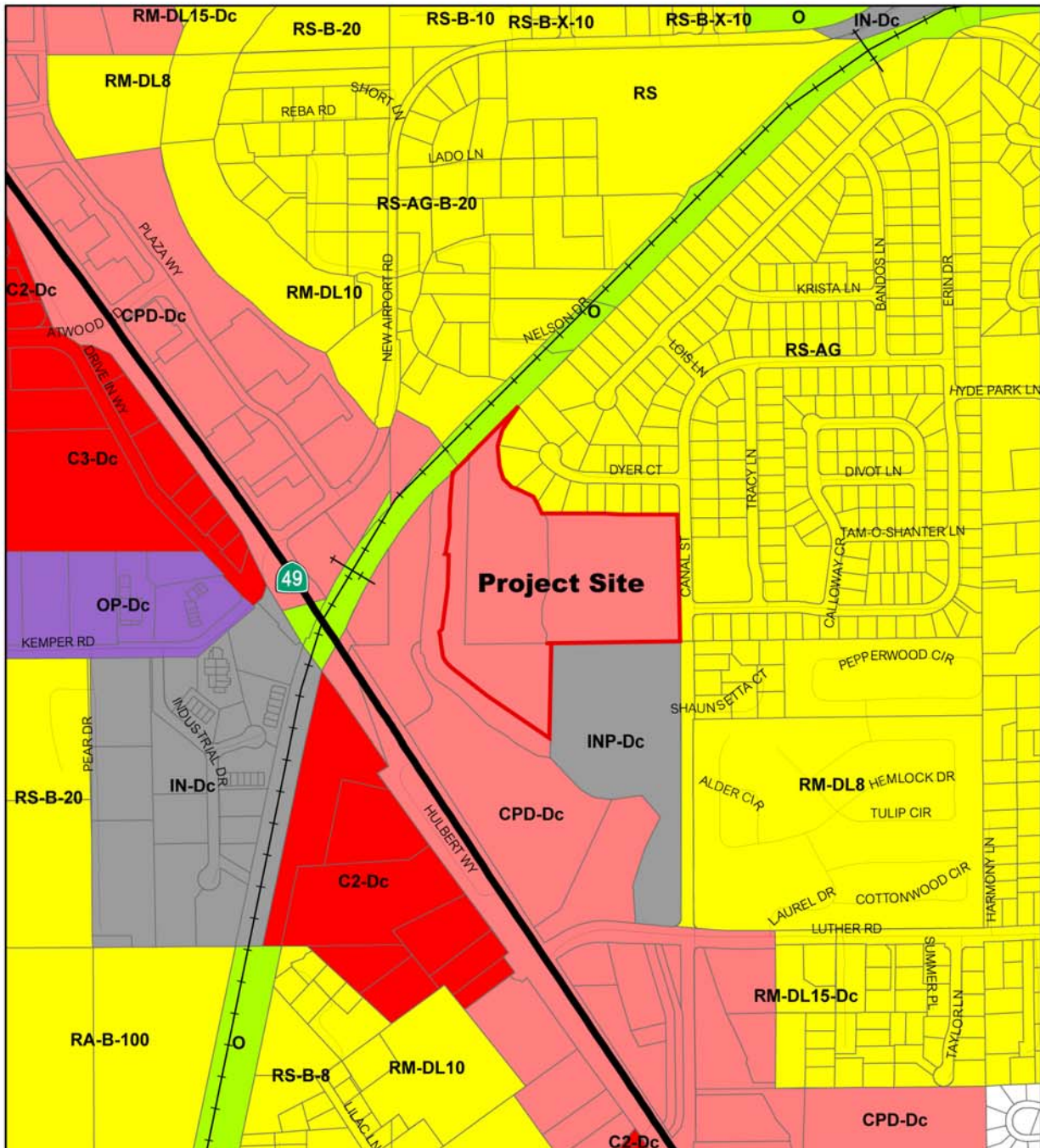


Figure 2-4
General Plan Designations



Source: Placer County GIS, Adapted by P&D Consultants, 2005.

| | | | |
|--|--|---|--|
| CPD-Dc COMMERCIAL PLANNED DEVELOPMENT, Design Review Combining District | OP-Dc OFFICE AND PROFESSIONAL, Design Review Combining District | RA-B-100 RESIDENTIAL AGRICULTURAL, Building Site Comb. Dist., Min. Lot = 100K sq. ft. | RS-B-X-10 RESIDENTIAL SINGLE-FAMILY, Building Site Comb. Dist. |
| C2-Dc GENERAL COMMERCIAL, Design Review Combining District | INP-Dc INDUSTRIAL PARK, Design | RM-DL8 RESIDENTIAL MULTIFAMILY, Density Limitation Comb. Dist., Min. 4,356 sq. ft. / lot | RS-AG RESIDENTIAL SINGLE-FAMILY, Agriculture Combining District |
| C3-Dc HEAVY COMMERCIAL DISTRICT, Design Review Combining District | | RM-DL15-Dc RESIDENTIAL MULTIFAMILY, Density Limitation Comb. Dist., Min. 2,489 sq. ft. / lot, Design Review Combining District | RS-AG-B-20 RESIDENTIAL SINGLE-FAMILY, Agriculture Combining District, Building Site Comb. Dist., Min. Lot = 20K sq. ft. |
| | | RS-B-8 RESIDENTIAL SINGLE-FAMILY, Building Site Comb. Dist., Min. Lot = 8K sq. ft. | |

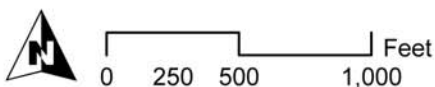


Figure 2-5
Zoning Designations



PLACER COUNTY PLANNING DEPARTMENT

11414 B Avenue, Auburn, CA 95603 (530) 886-3000/FAX (530) 886-3080

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INITIAL STUDY

CBA-SAC

In accordance with the policies of the Placer County Board of Supervisors regarding implementation of the California Environmental Quality Act, this document constitutes the Initial Study on the proposed project. This Initial Study provides the basis for the determination whether the project may have a significant effect on the environment. If it is determined that the project may have a significant effect on the environment, an Environmental Impact Report will be prepared which focuses on the areas of concern identified by this Initial Study.

I. BACKGROUND

TITLE OF PROJECT: Fiddler Green Subdivision (PSUB 2004 0773)

II. EVALUATION OF ENVIRONMENTAL IMPACTS:

- A. A brief explanation is required for all answers except "No Impact" answers.
- B. "Less than Significant Impact" applies where the project's impacts are negligible and do not require any mitigation to reduce impacts.
- C. "Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The County, as lead agency, must describe the mitigation measures, and briefly explain how they reduce the effect to a less-than-significant level (mitigation measures from Section IV, EARLIER ANALYSES, may be cross-referenced).
- D. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- E. All answers must take account of the entire action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts [CEQA, Section 15063 (a) (1)].
- F. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or Negative Declaration [Section 15063(c)(3)(D)]. Earlier analyses are discussed in Section IV at the end of the checklist.
- G. References to information sources for potential impacts (e.g., general plans/community plans, zoning ordinances) should be incorporated into the checklist. Reference to a previously prepared or outside document should include a reference to the pages or chapters where the statement is substantiated. A source list should be attached, and other sources used, or individuals contacted, should be cited in the discussion.

1. LAND USE PLANNING. Would the proposal:

- a. Conflict with general plan/community plan/specific plan designation(s) or zoning, or policies contained within such plans? ☐
- b. Conflict with applicable environmental plans or policies adopted by responsible agencies with jurisdiction over the project? ☒
- c. Be incompatible with existing land uses in the vicinity? ☐
- d. Affect agricultural and timber resources or operations (e.g., impacts to soils or farmlands and timber harvest plans, or impacts from incompatible land uses)? ☒
- e. Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)? ☒
- f. Result in a substantial alteration of the present or planned land use of an area? ☐

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Planning Department

Discussion, Item 1a - The project site is zoned "Commercial Planned Development -Design Corridor" and "Industrial Park-Design Corridor", and is designated as Commercial and Industrial in the Auburn/Bowman Community Plan. The current zoning and land use designations do not allow for the proposed use. This is considered a Potentially Significant Impact.

Discussion, Item 1c - The proposed project would include the construction of 116 single-family homes in an area bordered by industrial and commercial uses on two sides, which would be an incompatible use. The project is also bordered by residential uses, which would not be considered incompatible. As such, the project would be incompatible with some existing, surrounding land uses, however it would not increase the level of incompatible uses in the vicinity and therefore is considered a less than significant impact.

Discussion, Item 1f - The project site is intended for commercial and industrial uses. The project proposes to develop 116 single-family homes, which constitutes a substantial alteration of the planned land use of this area.

Department of Public Works

Discussion, Item 1a - The probable environmental effects of the project elements have the potential to create conflicts with the Placer County General Plan Goals and Policies as well as the Auburn Bowman Community Plan Goals and Policies. The EIR for this project should include a consistency analysis with the Goals and Policies of the General and Community Plan and provide mitigations to address any impacts of the proposed project.

Air Pollution Control District

Discussion, Item 1a - The Auburn-Bowman Community Plan did not anticipate the potential air quality impacts associated with the proposed project alone. An increase in emissions from vehicle, wood-burning fireplaces, outdoor

Environmental Issues*(See attachments for information sources)*

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burning and landscape maintenance equipment will occur when compares to buildout under the existing community plan and zoning designations. This is considered a potential significant impact.

2. POPULATION AND HOUSING. Would the proposal:

- | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Cumulatively exceed official regional or local population projections? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Displace existing housing, especially affordable housing? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Planning Department

Discussion, Item 2b - The project will create 116 new single-family homes on a site that is currently zoned for commercial and industrial uses, and does not allow for residential subdivisions. The project would require a re-zone and general plan amendment and would introduce a substantial number of homes in an area that would otherwise be developed with a use of lesser density.

3. GEOLOGIC PROBLEMS. Would the proposal result in or expose people to potential impacts involving:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Unstable earth conditions or changes in geologic substructures? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Significant disruptions, displacements, compaction or overcrowding of the soil? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Substantial change in topography or ground surface relief features? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. The destruction, covering or modification of any unique geologic or physical features? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Any significant increase in wind or water erosion of soils, either on or off the site? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Changes in deposition or erosion or changes in siltation which may modify the channel of a river, stream, or lake? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g. Exposure of people or property to geologic and geomorphological (i.e. avalanches) hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Department of Public Works

Environmental Issues*(See attachments for information sources)*

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Discussion, Items 3a-g - The proposed project will have probable geological environmental impacts that are considered to be potentially significant due to the proposed grading and alteration of the existing ground surface as required for proposed roadway improvements and lot grading. Appropriate mitigations, as recommended by an appropriate geotechnical investigation should be proposed that adequately reduces the impacts as a result of these improvements. A specific description of the proposed BMP's both during and after construction of the project's components should be made to determine if proper mitigation for erosion will be incorporated into the project's design. These proposed mitigations should be reviewed in the project's EIR to determine the adequacy of the mitigations.

Planning Department

Discussion, Item 3c - The project includes cuts up to 22' and fills up to 11'. This would substantially alter the topography and ground surface relief on-site and is considered a potentially significant impact.

4. WATER. Would the proposal result in:

- | | | | | |
|--|-------------------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Exposure of people or property to water related hazards such as flooding? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Discharge into surface waters or other alterations of surface water quality (e.g., temperature, dissolved oxygen, or turbidity)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Changes in the amount of surface water in any water body? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Changes in currents, or the course of direction of water movements? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Change in the quantity of groundwater, either through direct additions of withdrawals, or through interception of an aquifer by cuts or excavations, or through substantial loss of groundwater recharge capability? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| g. Altered direction or rate of flow of groundwater? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| h. Impacts to groundwater quality? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| i. Substantial reduction in the amount of groundwater otherwise available for public water supplies? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| j. Impacts to the watershed of important surface water resources, including but not limited to, Lake Tahoe, Folsom Lake, Hell Hole Reservoir, Rock Creek Reservoir, Sugar Pine Reservoir, French Meadows Reservoir, Combie Lake, and Rollins Lake? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Department of Public Works

Discussion, Items 4a-e, 4j - The probable environmental impacts to the surface water and water quality are considered to be potentially significant. The project is located in an area that is recommended for local detention as stated in the Auburn/Bowman Community Plan. The current proposal has the potential to increase the amount of stormwater runoff from pre-development levels and cause potential downstream drainage impacts if not properly mitigated. The increase in impervious surface has the potential to degrade water quality by introducing oils, greases, and sediments into the stormwater runoff. The project's EIR should demonstrate how increased flows can be reduced and what specific types of BMP's will provide appropriate mitigation for the project's impacts to water quality both during and after construction.

Environmental Health

Discussion, Item 4c - Two raw water canals will be impacted by this project; the Fiddler Green Canal is proposed to be realigned and piped through the site. Project runoff will reportedly enter "North Ravine". Potentially significant impacts to surface water quality may occur due to past industrial uses, the canals, and proposed onsite water detention.

5. AIR QUALITY. Would the proposal:

- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| a. Violate any air quality standard or contribute to an existing or projected air quality violation? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Expose sensitive receptors to pollutants? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Have the potential to increase localized carbon monoxide levels at nearby intersections in exceedance of adopted standards? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Create objectionable odors? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Air Pollution Control District

Discussion, Item 5.a - This project is located in the Sacramento Valley Air Basin portion of Placer County. This area is non-attainment for both the state and federal ozone standards and is non-attainment for the state particulate matter standards. The project will result in potentially significant short-term construction emissions and contribute to significant cumulative air quality impacts occurring within Placer County.

The short-term construction emissions will result primarily from diesel-powered construction equipment, trucks hauling building supplies and construction employee vehicle trips. Based on proposed project, short-term construction emissions will exceed the District's significance thresholds.

The long-term emissions related to the project would result primarily from residential vehicle exhaust, fireplace/wood-burning stoves, landscape maintenance equipment and heating and air conditioning energy use. The proposed project's long-term operational emissions would be expected not to exceed the District's significant thresholds. However, buildout of the project will contribute to significant cumulative impacts occurring within Placer County. This is considered a potential significant impact.

The air quality analysis prepared by the EIR will evaluate project related air quality impacts and identify appropriate mitigation measures to offset the impacts.

Discussion, Item 5.b - The increase of air pollutants generated by the project could adversely affect sensitive receptors

Environmental Issues*(See attachments for information sources)*

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like children and senior citizens living in the vicinity of the project. However, this project is not expected to adversely impact sensitive receptors due to this project related long-term emissions being below the District's significant threshold. Therefore, the impacts to the sensitive groups would be less than significant.

Discussion, Item 5.c - Buildout of the project would generate additional traffic volumes within the surrounding area. These additional traffic volumes would add to congestion at area intersections and have the potential to increase localized carbon monoxide (CO) levels. However, the impacts would be less than significant due to the state-wide control measures requiring oxygenated gasoline and the small number of vehicle trips being generated by this project.

Discussion, Item 5.d - The project would result in additional air pollutant emissions generated by diesel-powered construction equipment, and vehicle exhaust that could create objectionable odors. However, the long-term operational emissions from this project alone are not expected to exceed the District's significant thresholds. Therefore, potential impacts from odors would be considered less than significant.

6. TRANSPORTATION/CIRCULATION. Would the proposal result in:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Increased vehicle trips or traffic congestion? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Inadequate emergency access or access to nearby uses? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Insufficient parking capacity on-site or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Hazards or barriers for pedestrians or bicyclists? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g. Rail, waterborne, or air traffic impacts? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Department of Public Works

Discussion, Item 6a-g - The probable environmental impacts to transportation and circulation are considered to be potentially significant unless mitigations are incorporated because of the increase in vehicle, bicycle and pedestrian traffic created by the proposed project. Appropriate mitigations should be included in the project's EIR and be based on a traffic analysis that evaluates all potential project related traffic impacts to existing traffic near the project as well as any special needs created by the project that may impact off-site County, other municipality or State public roads.

7. BIOLOGICAL RESOURCES. Would the proposal result in impacts to:

- | | | | | |
|--|-------------------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Endangered, threatened or rare species or their habitats (including, but not limited to plants, fish, insects, animals, and birds)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Locally occurring natural communities (e.g., oak woodlands, mixed conifer, annual grasslands, etc.)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Environmental Issues
(See attachments for information sources)

| No Impact | Less Than Significant Impact | Potentially Significant Unless Mitigation Incorporated | Potentially Significant Impact |
|-----------|------------------------------------|--|--------------------------------------|
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c. Significant ecological resources including:

- 1) Wetland areas including vernal pools;
- 2) Stream environment zones;
- 3) Critical deer winter ranges (winter and summer), migratory routes and fawning habitat;
- 4) Large areas of non-fragmented natural habitat, including but not limited to Blue Oak Woodlands, Valley Foothill Riparian, vernal pool habitat;
- 5) Identifiable wildlife movement zones, including but not limited to, non-fragmented stream environment zones, avian and mammalian routes, and known concentration areas of waterfowl within the Pacific Flyway;
- 6) Important spawning areas for anadromous fish?

| | | | |
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| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

Planning Department

Discussion, Item 7b, c - The proposed project includes the removal of 43 trees and would disturb and/or remove wetlands on-site. This is considered a potentially significant impact.

8. ENERGY AND MINERAL RESOURCES. Would the proposal:

- a. Conflict with adopted energy conservation plans?
- b. Use non-renewable resources in a wasteful and inefficient manner?
- c. Result in the loss of availability of a known mineral resource that would be of future value to the region and state residents?

| | | | |
|-------------------------------------|--------------------------|--------------------------|--------------------------|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

9. HAZARDS. Would the proposal involve:

- a. A risk of accidental explosion or release of hazardous substances (including, but not limited to, oil, pesticides, chemicals, or radiation)?
- b. Possible interference with an emergency response plan or emergency evacuation plan?
- c. The creation of any health hazard or potential health hazard?
- d. Exposure of people to existing sources of potential health hazards?
- e. Increased fire hazard in areas with flammable brush, grass, or trees?

| | | | |
|-------------------------------------|--------------------------|--------------------------|-------------------------------------|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Environmental Health

Environmental Issues*(See attachments for information sources)*

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Discussion, Item 9.c. - The project proposes the use of detention/retention ponds for drainage control. Pond water, although ephemeral in nature, presents a potential safety hazard to small children and others. Second, ponds, unless properly managed, have the potential to become breeding grounds for mosquitoes, which can transmit disease.

Discussion, Item 9.d. - There are potentially significant impacts from past industrial use of hazardous materials and releases at the project site. Current adjacent commercial and industrial uses may also have significant impacts due to hazardous materials usage.

10. NOISE. Would the proposal result in:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Increases in existing noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Exposure of people to noise levels in excess of County standards? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Environmental Health

Discussion, Item 10a, b. - Construction of the project, through build-out, will temporarily increase ambient noise levels. Adjacent residents may be negatively impacted. (Construction impacts are often mitigated by limiting hours of construction and/or other specific measures.) The project site is in close proximity to Highway 49 and S.P. railroad tracks, both sources of transportation noise. An acoustic analysis should include impacts and mitigations from area industrial/commercial sources and transportation sources on this residential project.

11. PUBLIC SERVICES. Would the proposal have an effect upon, or result in need for new or altered government services, in any of the following areas:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Fire Protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Sheriff Protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Maintenance of public facilities, including roads? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Other governmental services? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Planning Department

Discussion, Item 11 a -e. - The project would create 116 new single-family homes that would require public safety services, school services, and would impact public facilities and governmental agencies. This is considered a potentially significant impact.

Department of Public Works

Discussion, Item a-e - The probable environmental impacts to public service are considered to be potentially significant with the introduction of new structures, occupants and vehicles as a result of the proposed project. The project's EIR should include an analysis of the public service impacts and provide mitigations to address any impacts of the proposed

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12. UTILITIES AND SERVICE SYSTEMS. Would the proposal result in a need for new systems or supplies, or substantial alterations to the following utilities:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Power or natural gas? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Communication systems? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Local or regional water treatment or distribution facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Sewer, septic systems, or wastewater treatment and disposal facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Storm water drainage? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Solid waste materials recovery or disposal? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g. Local or regional water supplies? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Planning Department

Discussion, Item 12a-g - The proposed project would require new or extended power and natural gas, communications, water treatment, sewage disposal, storm water drainage, solid waste materials recovery or disposal, and local water supply facilities or systems. This is considered a potentially significant impact.

Department of Public Works

Discussion, Item 12a-g - The probable environmental impacts to utilities and service systems are considered to be potentially significant with the introduction of new structures, paved surfaces, occupants and vehicles as a result of the proposed project. The project's EIR should include an analysis of the utilities and service system impacts and provide mitigations to address any impacts of the proposed project.

13. AESTHETICS. Would the proposal:

- | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Affect a scenic vista or scenic highway? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Have a demonstrable negative aesthetic effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Create adverse light or glare effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Planning Department

Discussion, Item 13b - The proposed project would include 116 new single-family homes in an area that is currently developed with single-family homes, on a parcel that is currently undeveloped. The transformation of the project site from open space with gentle, grassy slopes and trees, to a 116 home subdivision could create a potentially significant aesthetic impact.

Discussion, Item 13c - The project would include the construction of 116 new homes that will likely include outside

Environmental Issues*(See attachments for information sources)*

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lights, and the subdivision will include street lights, and a lighted entry feature, which could cause create adverse light glare effects. This is considered a potentially significant impact.

14. CULTURAL RESOURCES. Would the proposal:

- | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Disturb paleontological resources? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Disturb archaeological resources? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Affect historical resources? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Have the potential to cause a physical change, which would affect unique ethnic cultural values? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Restrict existing religious or sacred uses within the potential impact area? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Planning Department

Discussion, Item 14 a., b., c. - The project includes cuts up to 22' and fills up to 11' and will disturb 90% of the site w/ grading. Given the amount of grading proposed there is a high likelihood that any paleontological, archaeological, and/ historic resources on site would be disturbed. This is considered a potentially significant impact.

15. RECREATION. Would the proposal:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Increase the demand for neighborhood or regional parks or other recreational facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Affect existing recreational opportunities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Planning Department

Discussion, Item 15 a, b - The project would create 116 new homes, which would increase the demand for neighborhood and regional parks and could affect the private recreation facilities of Country Club Estates, a private subdivision with recreation facilities located on the opposite side of Canal Street from the project. This is considered a potentially significant impact.

III. MANDATORY FINDINGS OF SIGNIFICANCE

- | | | |
|---|-----------------------------|---|
| A. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory? | NO <input type="checkbox"/> | YES <input checked="" type="checkbox"/> |
|---|-----------------------------|---|

- B. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) NO ☐ YES ☒
- C. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly? NO ☐ YES ☒

Department of Public Works

The grading, drainage, erosion, impervious surfaces, traffic and impact on public services has the potential of creating significant environmental impacts without mitigation. The EIR for this project should include an analysis of all the potentially significant impacts and provide mitigations to address any impacts of the proposed project.

IV. EARLIER ANALYSIS

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effect has been adequately analyzed in an earlier EIR or Negative Declaration [State CEQA guidelines Section 15063(c)(3)(D)]. In this case a discussion should identify the following on attached sheets.

- A. **Earlier analyses used.** Identify earlier analyses and state where they are available for review.
- B. **Impacts adequately addressed.** Identify which effects from the above checklist were within the scope of, and adequately analyzed in, an earlier document pursuant to applicable legal standards. Also, state whether such effects were addressed by mitigation measures based on the earlier analysis.
- C. **Mitigation measures.** For effects that are checked as "Potentially Significant Unless Mitigation Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

Authority: Public Resources Code Sections 21083 and 21087.

Reference: Public Resources Code Sections 21080(c), 21080.1, 21080.3, 21082.1, 21083, 31083.3, 21093, 21094, 21151; *Sundstrom v. County of Mendocino*, 202 Cal. App. 3d 296 (1988); *Leonoff v. Monterey Board of Supervisors*, 222 Cal. App. 3d 1337 (1990).

V. OTHER RESPONSIBLE AND TRUSTEE AGENCIES WHOSE APPROVAL IS REQUIRED

- | | |
|---|---|
| <input checked="" type="checkbox"/> California Department of Fish and Game | <input type="checkbox"/> Local Agency Formation Commission (LAFCo) |
| <input checked="" type="checkbox"/> California Department of Transportation (e.g. Caltrans) | <input type="checkbox"/> California Department of Health Services |
| <input checked="" type="checkbox"/> California Regional Water Quality Control Board | <input type="checkbox"/> California Integrated Waste Management Board |
| <input checked="" type="checkbox"/> California Department of Forestry | <input type="checkbox"/> Tahoe Regional Planning Agency |
| <input type="checkbox"/> U.S. Army Corp of Engineers | <input type="checkbox"/> California Department of Toxic Substances |
| <input type="checkbox"/> U.S. Fish and Wildlife Service | <input type="checkbox"/> |

VI. DETERMINATION (to be completed by the Lead Agency)

I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required (i.e. Project, Program, or Master EIR).

VII. ENVIRONMENTAL REVIEW COMMITTEE (Persons/Departments Consulted):

Leah Rosasco, Planning Department
Rick Eiri, Department of Public Works
Dana Wiyninger, Environmental Health Services
Yushuo Chang, Air Pollution Control District

Signature: Leah Rosasco
ENVIRONMENTAL REVIEW COMMITTEE CHAIRPERSON

1/19/05
Date

T:\CMD\CMDF\LORIEIAQ\PSUB 2004 0773

TO: Responsible Agencies, Trustee Agencies, and Interested Persons

FROM: Leah Rosasco, Senior Planner

SUBJECT: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL
IMPACT REPORT FOR THE FIDDLER GREEN PROJECT

PUBLIC REVIEW PERIOD:

The County of Placer will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

A copy of the Initial Study is attached, which describes environmental topics that will be affected by the proposed project. Also attached is a document entitled Section 2.0 Project Information which provides a description of the project and its location.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response to Leah Rosasco at the address shown above. We will need the name for a contact person in your agency.

Project Title: Fiddler Green

Project Applicant, if any: Conkey Real Estate Development

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375.

Placer County Water Agency

Business Center: 144 Ferguson Rd. • Mail: P.O. Box 6570 • Auburn, California 95604-6570
(530) 823-4850 800-464-0030 www.pcwa.net

A Public Agency

BOARD OF DIRECTORS

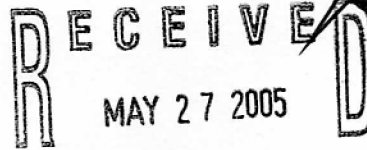
Pauline Rocucci • Alex Ferreira

Otis Wollan • Lowell Jarvis

Michael R. Lee

David A. Breninger, General Manager

Ed Tiedemann, General Counsel



May 25, 2005

File No. CEQA/Auburn

PLANNING DEPT.

Lori Lawrence
Placer County Planning Department
11414 B Avenue
Auburn, CA 95603

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report for
Fiddler Green Subdivision

Dear Ms. Lawrence:

Thank you for the opportunity to review and comment on the Notice of Preparation of a Draft Environmental Impact Report for Fiddler Green Subdivision. Placer County Water Agency (PCWA) has reviewed the information and has the following comments discussed below:

As mentioned in the Notice of Preparation, the Agency's Fiddler Green Canal traversing the project area would be required to be encased in pipe. The Fiddler Green Canal carries water to a water treatment plant and as such, special pipeline separation requirements apply. A trash rack, spill with drainage to an acceptable storm drain and associated easements will also be necessary. No drainage may be discharged to the Fiddler Green Canal and measures should be taken to prevent people, animals and debris from entering the canal during construction.

Water can be made available to the project from the Agency's 8" treated water main in Canal Street.

canal. PG&E must review and approve the improvement plans concerning water quality protection, runoff, etc.

* Per item (8) of the covenants in the deed referred to above, the developer shall indemnify PG&E against any liability created by the developer's use or, or work within, PG&E canal lands and from any potential damages caused by canal seepage or leakage outside the canal lands.

PG&E has another fee owned property lying south and east of a portion of this development area. This property contains the PG&E Rock Creek Construction Yard facility. In addition to operations during normal business hours, this facility is subject to operations at anytime of the day or night, and on weekends, during local utility outage periods or in times of utility emergencies. Operations at this yard include, but are not limited to, personnel, vehicles, heavy equipment, office and storage, etc.

Sincerely,

Robert Steigmeyer
PG&E
Land Services
343 Sacramento Street
Auburn, CA 95603
530/889-3131, office
530/889-3392, fax
8/732-3131 internal

From: "Steigmeyer, Robert" <RLSz@pge.com>
To: <ljlawren@placer.ca.gov>
Date: 5/27/2005 11:41:29 AM
Subject: Fiddler Green Subdivision - NOP DEIR Comments

Dear Planner:

PG&E owns and operates the Wise canal, and associated lands, which forms the westerly boundary of this project.

This canal is situated within a variable width strip of land that is owned in fee by PG&E. The distinction of fee ownership as opposed to easement interest is important to recognize. The boundary of this strip of land is generally delineated by the existing fence located on each side of the Wise Canal alignment. PG&E was also the former owner of the portions of the subject property alongside of PG&E's canal fee strip. When PG&E sold this property per the grant deed to Simplot Industries, Inc., certain reservations and covenants were created and remain in effect. The reference deed is recorded in Book 1267 of Official Records at page 84 in Placer County Records.

PG&E understands that this project will likely include request for the use of PG&E's fee land for road and utility crossings. Due to the regulated nature of the utility industry, uses of our property by others must be reviewed and approved by an oversight commission. This review process requires specific application requirements that must be met by the developer. Upon successful completion of the application, review time is normally six months, or more. The utility commission review schedule and its outcome are outside the control of PG&E. Therefore, the applicant will need to be diligent in its obligation to meet these requirements, or there is potential for land use problems and schedule delay, etc.

Per the developer's obligations created by the deed referred to above, and the responsibility to protect the Wise Canal from potential harm caused by this change in land use, the developer must provide for the following:

- * Construction, operation and maintenance of a suitable fence or barrier to protect the public from accidental entry into the canal area. The barrier location must not encroach into the canal lands and should monument the legal boundary of the parcels and must be reviewed and approved by PG&E. PG&E's property and deed references should show on the final plans.

- * PG&E's continued access to its canal lands, through this development must be addressed in the improvement plans. PG&E will work with the developer on an access scheme that must be approved by PG&E and should be documented in the final plans.

- * In the interest of workman safety and canal reliability, the contractor must contact PG&E prior to entering the PG&E's canal lands for the purpose of new improvements associated with this development. Contact Keith Rowland at least 48 hours prior to entry at 530/889-3381 or alternate number 889-3184. This information shall be included with the notes on the improvement plans.

- * In addition to all applicable laws and regulations, this development is responsible to protect the water quality of the Wise Canal. Under no condition will developed site runoff be allowed to enter the canal. Nor will the development be entitled to use water from said

C. Equipment

Vehicles, gasoline, maintenance, printing,
Weaponry, training, jail buildings =

\$ 21,982.00

VI. ANNUAL BUDGET INCREASE

| | |
|-------------------|---------------------|
| Sworn Personnel | \$ 65,324.00 |
| Support Personnel | \$ 621.00 |
| Equipment, etc. | <u>\$ 21,982.00</u> |

| | |
|-----------------------|---------------------|
| TOTAL PER YEAR | \$ 87,927.00 |
|-----------------------|---------------------|

VII. SPECIAL PROBLEMS: none noted.

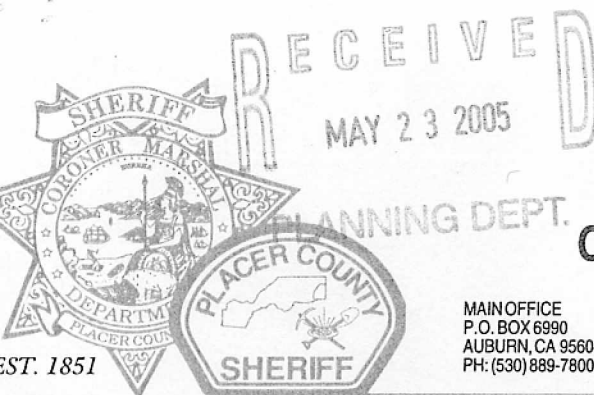
VIII. RECOMMENDATIONS: Many of the potential crime problems dealing with circulation systems and structures may be reduced by utilizing the concepts of "Crime Prevention Through Environmental Design" (CPTED). By working closely with law enforcement during all stages of this development, design features that encourage criminal activity can be identified and solutions found to mitigate problem designs.

IX. WILL/WILL NOT SERVE:

The Placer County Sheriff's Department's ability to handle law enforcement needs generated by this development are dependant on the Board of Supervisors authorizing funding equivalent to the needs mentioned in this report. Without the additional personnel, equipment, etc., appropriate service will be severely impaired.

EDWARD N. BONNER
SHERIFF/CORONER/MARSHAL

prepared by: A. Rogers/Crime Prevention
Placer County Sheriff/Granite Bay Service Center
(916) 791-5159 05-05-05



PLACER COUNTY
**SHERIFF
CORONER-MARSHAL**



MAIN OFFICE
P.O. BOX 6990
AUBURN, CA 95604
PH: (530) 889-7800 FAX: (530) 889-7899

TAHOE SUBSTATION
DRAWER 1710
TAHOE CITY, CA 96145
PH: (530) 581-6300 FAX: (530) 581-6377

EST. 1851
EDWARD N. BONNER
SHERIFF-CORONER-MARSHAL

STEPHEN L. D'ARCY
UNDERSHERIFF

LAW ENFORCEMENT IMPACT REPORT
Prepared by the Placer County Sheriff's Department
DAVID KEYES/FIELD OPERATIONS COMMANDER

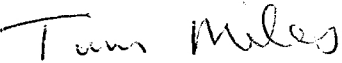
- I. NAME OF PROJECT: Fiddler Green Subdivision (PSUB 2004 0773)**
- II. LOCATION: NE of Wise Canal, NW of Canal St, NE of Hwy 49 and N of Luther Rd, Auburn-Bowman**
- III. AGENCIES/FIRM REQUESTING REPORT:**
Lori Lawrence
Placer County Planning Department
11414 B Avenue
Auburn, CA 95603
- IV. COMMERCIAL:**
A.
B.
- RESIDENTIAL**
A. 116 Single Family Units x 2.5 = 290 residents
B.
- V. BUDGET IMPACT:**
A. Personnel (sworn)
1. At one (1) Deputy for every 1,000 residents
290 residents = 870 Deputy hours for field operations per year
(290 res. x 3.0)
2. Jail deputies = 351 hours per year
(290 res. x 1.21)
Total sworn hours per year: 1,221 @ \$53.50 per hour = \$65,324.00
- B. Personnel (non-sworn)**
1. Dispatch = 11 hour per year
2. Records = 4 hour per year
3. Clerical = 2 hour per year

Total support personnel hrs per yr: 17 @ \$36.50 per hour = \$ 621.00

- Whether any mining activities occurred at the site and if any mine wastes are present.

If you have any questions, please email me at tmiles@dtsc.ca.gov or call me at telephone number (916) 255-3710.

Sincerely,



Tim Miles
Hazardous Substances Scientist

cc: Mr. Tracy Gidel
Supervising Hazardous Materials Specialist
Nevada County Environmental Health Department
950 Maidu Avenue
Nevada City, California 95959

Mr. Tom Christofk
Air Pollution Control Officer
Placer County Air Pollution Control District
De Witt Center
11464 B Avenue
Auburn, California 95603

State Clearinghouse
Office of Planning and Research
1400 10th Street, Room 121
Sacramento, California 95814-0613

Planning & Environmental Analysis Section (PEAS)
CEQA Tracking Center
Department of Toxic Substances Control
1001 I Street, 22nd Floor
P.O. Box 806
Sacramento, California 95812-0806



Department of Toxic Substances Control



Alan C. Lloyd, Ph.D.
Agency Secretary
Cal/EPA

8800 Cal Center Drive
Sacramento, California 95826-3200

Arnold Schwarzenegger
Governor

May 25, 2005

RECEIVED
MAY 26 2005

PLANNING DEPT.

Ms. Leah Rosasco
Senior Planner
Placer County Planning Department
11414 B Avenue
Auburn, California 95603

NOTICE OF PREPARATION FOR THE FIDDLER GREEN DRAFT ENVIRONMENTAL IMPACT REPORT (SCH# 2005042135)

Dear Ms. Rosasco:

The Department of Toxic Substances Control (DTSC) has reviewed the document referenced above which proposes utilizing a former lumber mill and Pacific Gas and Electric (PGE) facility for a residential development. DTSC agrees with the Notice of Preparation (NOP) and Initial Study (IS) determination that Hazards and Hazardous Substances need to be evaluated in the draft Environmental Impact Report (DEIR). The Phase I Environmental Site Assessment referred to in the NOP stated that contamination from previous site activities could not be ruled out.

The NOP also states that soils at the site contain serpentine rock. Serpentine is known to contain naturally occurring asbestos which can be disturbed during site grading and construction activities resulting in the release of asbestos. DTSC recommends contacting the Placer County Air Pollution Control District to discuss the requirements of the Asbestos Airborne Toxic Control Measure (ATCM) for construction, grading, quarrying, and surface mining operations.

Additionally, the document states that the site is not located within any active mining operation. However, it is not clear whether any mining activities may have occurred on the site in the past.

Based upon the factors described above, DTSC recommends that the DEIR address:

- The historical uses of the site as a lumber company and PGE facility (including the operations conducted, chemicals used, and waste management practices);
- The presence of naturally occurring asbestos and, if present, how its impacts will be mitigated during construction and grading activities; and

Fiddler Green Homeowners' Association
c/o Frei Real Estate
8430 Auburn Blvd.
Citrus Heights, CA 95610

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MAY 19 2005

PLANNING DEPT.

May 14, 2005

Fred Yeager
Placer County Planning Commissioner
11414 B Avenue
Auburn, CA 95603

Re: FIDDLER GREEN SUBDIVISION APN: 052-102-012, 013, 017

Dear Mr. Yeager and Placer County Planning Department:

Regarding the above proposed subdivision we, *Fiddler Green Homeowner Association* in Country Club Estates support Mr. Conke's plans for a residential community on the Bohemia property.

We have one widely shared concern: the traffic impact on our neighborhood should the gated entrance/exit to the subdivision be at the Canal and Erin Drive.

We have safety concerns already due to the number of cars from three developments (more than 300 homes) that must use Canal St. and Erin Drive as a vehicular access to Luther Road. Children play in the community park and ride bicycles in the neighborhood. Adding 116 more homes with cars would create a large amount of congested traffic at this intersection. Coupled with the *huge* trucks that busily swing in and out of the PGE yard on Canal Street throughout the day, this will create more traffic than the street was ever designed to carry when our housing development was built in the 70's.

We ask that there 1) be an access designed that will consider these concerns, and 2) that a secondary vehicular access to this development be constructed on the Hwy. 49 side, if possible. 3) Should the "gated" part of the development be denied, we ask that no connector road be constructed from Hwy. 49 to Canal Street. This would prove a nightmare for our neighborhood.

Thank you for your consideration,

Fiddler Green Homeowner Association Board of Directors

Chris Passola, *President*, Patrick Kays, Lee Lively, Teri Bueb, Jan Coleman, Carl Coleman, Tom Baxman, Lee Lively, Marlene Branaugh

Jan Coleman

- Runoff from the proposed project that will enter the State's highway right-of-way and/or Caltrans drainage facilities must meet all Central Valley Regional Water Quality Control Board water quality standards prior to entering the State's highway right of way or Caltrans drainage facilities. Appropriate storm water quality BMPs (i.e., oil/water separators, clarifiers, infiltration systems, etc.) may be applied to ensure that runoff from the site meets these standards (i.e., is free of oils, greases, metals, sands, sediment, etc.). Once installed, the property owner must properly maintain these systems.
- No detailed drainage plans, drawings or calculations, hydrologic/hydraulic study or report, or plans showing the "pre-construction" and "post-construction" coverage quantities for buildings, streets, parking, etc. were received with the application package. In order to adequately evaluate project impacts upon the State's right of way and Caltrans drainage facilities, we recommend that you request these documents from the project proponent and send them to the above address for review and comment prior to final project approval.
- All work proposed and performed within the State's highway right-of-way must be in accordance with Caltrans' standards.
- All work done within State right-of-way will require an encroachment permit. For permit assistance, please contact Bruce Capaul at (530) 741-4403.

If you have any questions, please contact Bob Justice at (916) 274-0616.

Sincerely,



KATHERINE EASTHAM, Chief
Office of Transportation Planning – Southwest and East

c: State Clearinghouse

- At the Hulbert Way intersection, separate right turn lanes are proposed for northbound and southbound traffic, and the west leg will have a separate left turn lane and shared through-right. This may not be consistent with the Final Environmental Impact Report (FEIR) for "The Plaza" shopping center, but this is what the engineering firm (Dokken) has been working on.
- The proposed project site is located east of SR 49 between the intersection of Luther Road on the south and the North Auburn Union Pacific Railroad crossing on the north (PM 5.21 to PM 5.55). Surface water (storm water) from the project area currently flows to the southwest to the Fiddler Green and Wise Canals. Both of these canals flow to the south and pass beneath SR 49 through drainage facilities with limited capacities. The Wise Canal passes through Bridge No. 19-17 at PM 5.03 and the Fiddler Green Canal passes through a 6' x 3' reinforced concrete box culvert at PM 4.89 just north of Holly Vista Way. The development of this site will increase impervious surface area through the construction of roads, driveways, homes, garages, etc. with a corresponding increase in surface water (storm water) runoff. This project will decrease surface water detention, retention and infiltration. Any cumulative impacts to Caltrans drainage facilities, bridges, or other State facilities arising from effects of development on surface water runoff discharge from the peak (100-year) storm event should be minimized through project drainage mitigation measures.
- The project documents indicate the site will completely disturbed by grading and tree removal. It is highly likely drainage pathways will be significantly altered. The documents also indicate the project will include storm water detention/retention facilities. All grading and/or drainage improvements must perpetuate, maintain or improve existing drainage pathways, and may not result in adverse hydrologic or hydraulic conditions within the State's highway right-of-way or to Caltrans drainage facilities. Means of accomplishing this, if necessary, shall be identified and backup calculations supporting this conclusion provided to the Caltrans District 3 Hydraulics Branch. Please identify proposed runoff pattern and outfall.
- Increases in peak runoff discharge for the 100-year return storm event to the State's highway right-of-way and to Caltrans' highway drainage facilities must be reduced to at or below the pre-construction levels. All runoff from the project area that will enter the State's highway right-of-way and Caltrans' highway drainage facilities must meet all Regional Water Quality Control Board (RWQCB) water quality standards. The cumulative effects on drainage due to development within the region should be considered in the overall development plan of this area.
- No net increase to 100-year storm event peak discharge may be realized within the State's highway right-of-way and/or Caltrans drainage facilities as a result of the project. Further, the developer must maintain, or improve existing drainage patterns and/or facilities affected by the proposed project to the satisfaction of the State and Caltrans. This may be accomplished through the implementation of storm water management Best Management Practices (BMPs) (i.e., detention/retention ponds or basins, sub-surface galleries, on-site storage and/or infiltration ditches, etc.) as applicable. Once installed, the property owner must properly maintain these systems. The proponent/developer may be held liable for future damages due to impacts for which adequate mitigation was not undertaken or sustained.

DEPARTMENT OF TRANSPORTATION
DISTRICT 3, SACRAMENTO AREA OFFICE
Venture Oaks -MS 15
P.O. BOX 942874
SACRAMENTO, CA 94274-0001
PHONE (916) 274-0614
FAX (916) 274-0648
TTY (530) 741-4509

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MAY 25 2005



*Flex your power!
Be energy efficient!*

PLANNING DEPT.

May 24, 2005

05PLA0036
Fiddler Green
SCH # 2005042135
Notice of Preparation
05PLA49 PM 5.50

Ms. Lori Lawrence
Placer County Planning Department
11414 B Avenue
Auburn, CA 95603

Dear Ms. Lawrence:

Thank you for the opportunity to comment on the Fiddler Green project. Our comments are as follows:

- The Memorandum of Assumptions for the traffic study for this project to be performed by Omni Means has been reviewed by Caltrans traffic operations. The traffic study is proposing a qualitative analysis for access to Hulbert Way, in addition to the proposed access to Canal Street. The applicant does not want a through road in this subdivision, but if Placer County requires a second access to Hulbert Way, it will have to be designed carefully to avoid fast moving traffic traveling through this subdivision. Allowing some of the existing residents along Canal Street to travel through this subdivision for access to State Route (SR) 49, and the proposed "The Plaza" shopping center, will reduce vehicular traffic on SR 49 and Luther Road. This road connection will need to be designed with some traffic calming measures. This type of design analysis does not appear to be proposed at this time.
- Any traffic signal optimization should not assume any unprotected left turn movements from SR 49, or any other changes that are not commonly used for the traffic signals along SR 49 in this area.
- The traffic volumes between the New Airport Road intersection and the Hulbert Way intersection should be balanced.
- The lane assumptions at the New Airport Road and Hulbert Road intersections are not consistent with the plans that Caltrans reviewed for the "The Plaza" shopping center highway improvements. On the south leg of the New Airport Road intersection, a separate right turn lane is not proposed as part of the SR 49 Operational Improvement Project.

"Caltrans improves mobility across California"



PLACER COUNTY
FLOOD CONTROL AND WATER CONSERVATION DISTRICT

RECEIVED
MAY 31 2005

Tim Hackworth, Executive Director
Brian Keating, District Engineer
Andrew Darrow, Development Coordinator

PLANNING DEPT.

May 25, 2005

Lori Lawrence
Placer County Planning Department
11414 B Avenue
Auburn, CA 95603

RE: Fiddler Green Subdivision / NOP of a Draft EIR

Dear Lori:

We have reviewed the Notice of Preparation for the subject project's Draft EIR and have the following comments.

1. The proposed residential development has the potential to create the following impacts:
 - a.) Increased peak flow rates at downstream locations. This should take into account the proposed encasement of Fiddler Green Canal.
 - c.) Overloading of the actual or designed capacity of downstream stormwater facilities.
 - d.) The alteration of 100-year floodplain boundaries.

Future submittals must specifically quantify the incremental effects of each of the above impacts due to the land use and density changes proposed by this project, and must propose mitigation measures where appropriate.

The District requests the opportunity to review all future environmental documentation for the subject project. Please call me at (530) 889-7541 if you have any questions regarding these comments.

A handwritten signature in black ink, appearing to read "Andrew Darrow", is written over a horizontal line.

Andrew Darrow, P.E.
Development Coordinator

d:\data\letters\cn05-117.doc

- (5) The internal sewer lines are depicted as 6-inch, however, in order to divert the flow from Country Club Estates, the line may need to be upsized. The 6-inch line in New Airport Road has a slope in excess of 2 percent and should be able to accommodate this additional existing flow. The EIR needs to include hydraulic calculations verifying that capacity exists in the existing collection system.
 - (6) The impacts of the sewer crossing the Wise Canal need to be evaluated as part of the EIR.
 - (7) Easements for all sewers not located in public right of need to be provided as part of the project. These easements should be part of the project description and shown on the utility plan.
-

MEMORANDUM

DEPARTMENT OF FACILITY SERVICES

COUNTY OF PLACER

TO: LORI LAWRENCE, PLANNING DATE: May 27, 2005

FROM: DAVID ATKINSON, SPECIAL DISTRICTS

SUBJECT: Fiddler Green NOP


We have the following comments on the subject NOP:

- (1) The subject property is currently within Placer County Sewer Maintenance District (SMD) No. 1. SMD No. 1 is currently experiencing a capacity problem at the Hwy 49 Siphon, which begins at the intersection of Canal Street and Hwy 49. During intense rain events, there is a high potential for sanitary sewer overflows at sewer manholes immediately upstream of the Siphon. A partial solution is to direct a portion of the Country Club Area sewer flow across this project's site and under the Union Pacific Railroad and connect to the existing sewer line in New Airport Road. The off-site sewer needs to be a part of the project description. Additionally, permission to bore under the railroad and canals will be necessary. A sewer study should be included as part of the EIR analyzing the capacity of the existing sewer system downstream of this project to insure adequate capacity exists and what benefit will result in diverting flows that currently flow through the Hwy 49 Siphon. Placer County is finishing a sewer model of the Hwy 49 Siphon and this report, once completed, may be referenced in the sewer portion of the EIR.
 - (2) In order to fully evaluate impacts to this project a proposed sewer utility plan of sufficient detail needs to be provided to Special Districts Division for review. The utility plan needs to depict the entire sewer extension from point of connection to the existing system and with due consideration to providing sewer service by gravity to the maximum number of parcels.
 - (3) A sewer will serve letter shall be required prior to issuance of a sewer permit. Improvement plans must be approved and all improvements constructed and accepted by Special Districts or all required improvements bonded prior to issuance of a Will-Serve Letter.
 - (4) Paved access is required to all sewer manholes and should be included as part of the project description and shown on the utility and site plans.
-

Bussing for Auburn Union Elementary is handled by Durham Transportation Agency. The contact is John Heckadon, Chief Executive Officer, at 530-273-7282. Bussing for Placer High School is by Mid-Placer Public Schools Transportation Agency. The contact is Martin Ward, Chief Executive Officer, at 530-823-4820.

If you have any further questions or concerns, I can be reached at the Placer County Office of Education at (916) 415-4424.

Sincerely,

A handwritten signature in black ink that reads "Cathy Allen". The signature is fluid and cursive, with the first name "Cathy" and last name "Allen" clearly distinguishable.

Cathy Allen
Director, Facilities & Operations

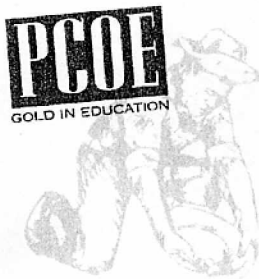
cc: Robbie Montalbano, Assistant Superintendent of Business Services,
Auburn Union Elementary School District
Bart O'Brien, Superintendent, Placer Union High School District
John Heckadon, Durham Transportation Agency
Martin Ward, Mid-Placer Transportation Agency

The District's 2004 Developer Fee Justification Study, adopted in April 2004, estimates an additional 2,423 students over the next twenty years. This number is based on the average number of building permits processed each year over the last ten years and the District's yield rate of .2362 students per home. The ten-year average is 513 building permits per year, totaling 10,260 dwelling units. This development is expected to generate approximately 27 new 9 through 12 grade students. In late 2003, the average cost of constructing facilities to house 9 through 12 grade students was \$34,883 per student. The school construction industry has been hit with unbelievably high cost increases since the passage of Proposition 55 and is also seeing soaring material costs due to shortages of steel and plywood nationwide.

Both Districts actively pursue all sources for construction funding including the State School Facilities Program under Proposition 55. These sources of funding are dependent upon current regulations, eligibility requirements, and are available on a first-come, first-serve basis. Therefore, the availability of and access to state funds is unpredictable. California school districts are also required to locally fund 50% of new construction costs and 40% of modernization costs. The Placer Union High School District successfully passed a \$41.5 million dollar for construction and modernization projects throughout the district. These funds are being used to access state funding to construct new and modernize older facilities at all school sites.

Both districts have established a program to levy and collect development fees, as authorized by State statute and local ordinance. These fees provide an essential local contribution to the cost of providing adequate schools. On behalf of the Auburn Union Elementary School District and Placer Union High School District, we request that approval of this project be conditioned by requiring that the developer enter into the appropriate mitigation agreement to ensure that impacts on school facilities are mitigated.

The development will need to provide safe bus access for students being transported to Auburn Elementary, E.V. Cain Middle School and Placer High School by installing a designated drop off and pick up area(s) within the development. We will provide basic dimensions and scope of bus turnouts and shelters if requested.



Placer County Office of Education

360 Nevada Street
Auburn, CA 95603

530.889.8020
530.888.1367 FAX
www.placercoe.k12.ca.us

RECEIVE
MAY 20 2005
PLANNING DEPT.

May 17, 2005

Ms. Lori Lawrence
Placer County Planning Department
11414 "B" Avenue
Auburn CA 95603

Re: **FIDDLER GREEN SUBDIVISION**
116 Single-Family Parcels
APN: 052-102-12, 13, 17 & portion of 25

Dear Ms. Lawrence:

Thank you for the opportunity to comment on the Initial Project Application for the Fiddler Green Subdivision, a 119 lot subdivision, proposed for 18.5 acres in the vicinity of Canal Street, Luther Road and Highway 49 in Auburn.

The proposed project is within the Auburn Union Elementary School District and Placer Union High School District. Adopted studies show that any new construction within the boundaries of the Districts will have a direct impact on the ability to adequately house students.

The Auburn Union Elementary School District is experiencing a decline in enrollment due to aging demographic changes in the Auburn area and the high cost of housing. This has resulted in fewer families with school-age children moving into the area. Auburn Elementary School will serve the kindergarten through fifth grade students generated by the development. However, capacity at Auburn Elementary is at 100%, which may result in attendance boundary changes or children being bussed to another school site within the District.

It is expected that the development will generate approximately 35 K-6 grade students and 18 7-8 grade students. Capacity at E.V. Cain Middle School, the District's only middle school, is also at 100%. In late 2003, the average cost of constructing facilities to house K-6 students was \$18,780 per student. The average cost per middle school students was \$26,564.

The Placer Union High School District is currently operating at 119% of capacity. The school of residence will be Placer High School; however, the District has an open enrollment policy that allows students to request attendance at any District school site as space is available.

Alfred "Bud" Nobili
Superintendent of Schools

Larry Mozes, Ed. D.
*Deputy Superintendent
Student Services*

Maureen Burness
*Assistant Superintendent
Placer SELPA*

Thomas Hall
*Assistant Superintendent
Administrative Services*

Joan E. Kingery
*Assistant Superintendent
Business Services*

Randi Scott
*Assistant Superintendent
Educational Programs*

Karen Chizek
*Executive Director
Special Education Services*

Debi Pitta
*Executive Director
Educational Services*

County Board of Education
Don Brophy
Rich Colwell
Norman Fratis, Jr.
Scott Gnile
Carole Onorato
Kenneth Sahl
E. Ken Tokutomi

*An Equal
Opportunity Employer*

In order to obtain service, the developer will have to enter into a facilities agreement with the Agency to provide any on site or off site pipelines or other facilities if they are needed to supply water for domestic or fire protection purposes and pay all fees and charges required by the Agency, including the Water Connection Charges. The Agency does not reserve water for prospective customers and this letter in no way confers any right or entitlement to receive water service in the future. The purpose of this letter is to apprise you of the current status of water availability from the Agency's treated water system at the location specified above. The Agency makes commitments for service only upon execution of a facilities agreement and the payment of all fees and charges required by the Agency. All water availability is subject to the limitations described above and the prior use by existing customers.

If you have any questions, please call me at the Engineering Department at (530) 823-4886.

Sincerely,

A handwritten signature in black ink, appearing to read "Heather Trejo".

Heather Trejo
Environmental Specialist

HT:ly